

NEW YORK HERALD.

JAMES GORDON BENNETT,
PROPRIETOR AND EDITOR.

OFFICE N. W. CORNER OF FULTON AND NASSAU STS.

TERMS: cash in advance.
THE DAILY HERALD, 2 cents per copy—\$1 per annum.
THE WEEKLY HERALD, every Saturday, at 6 cents
per copy, or \$3 per annum; the European Edition, at 6
cents per copy, or \$3 per annum; and \$5 to any part of
the continent, by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISING: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

ADVERTISEMENTS: by mail, for subscriptions, or with Adver-
tising, to be paid by post, or by express, or by bill of
exchange, or by any other mode.

Rev. Mr. May, in the heat of excitement, declared
that they were the real rescuers of Jerry, and as
such, should be indicted in preference to anybody
else. In this every sane man will doubtless agree
with them. While declaring this, by frankly ac-
knowledging that it was through their instrumental-
ity—through the chicanery of the pretended friends
of the colored race—that Reed, like many other
negroes before him, was placed in his present
position. Martyrs of this kind constitute the
capital stock upon which the abolitionists trade—
without them they would have no means of
getting up excitement. Hence their boisterous
rejoicings whenever they are lucky enough to get a
poor, simple minded negro in trouble. Funds can
almost always be raised to get one of these mock
philanthropists out of difficulty; but when a free
negro is caught in a misdemeanor, we betide him!
The colored people, in this State at least, are be-
ginning to comprehend this system of double-deal-
ing practiced by their pretended white friends, and no
doubt the acknowledgments of Messrs. Smith and
May will not be lost upon them. Reed is punished,
while the real mischief makers, according to their
own confession, go unpunished. Do not fail to read
the proceedings of the convention.

Rencontres are becoming quite fashionable in
Washington. Our regular correspondent gives a
sketch of a fight which took place at the Treasury
Department yesterday.

The democrats of Connecticut yesterday assembled
in State convention, and re-nominated the old State
ticket, at the head of which is Governor T. H. Sey-
mour.

Hon. Nelson Barriere, member of the present Con-
gress, was yesterday nominated for Governor of
Ohio, by the Whig State Convention. Candidates
for other State offices were also selected by the same
body.

The New Jersey Legislature has rejected both the
Anti-Liquor and Air Line Railroad bills. One about
counterbalancing the other.

Although the employers of nearly three thousand
workmen in Baltimore still refuse to give the in-
creased wages asked for, the latter stand firm, and
declare their determination not to go to work till their
demands are complied with.

We publish communications from our correspond-
ent at Laguna de Terminos, dated on the 29th
and 30th of January, brought by the bark Thales,
arrived yesterday, which convey a very amusing pic-
ture of the games of the revolutionists and counter-
revolutionists in Mexico. However, it would seem
that now some sort of order is about to rise out of
the chaos of contending factions. Cevallos, the
temporary President, has followed his predecessor,
Arista, and virtually confessed his inability to con-
tend with the hostile elements reigning in the
country, by resigning, and making his way to the
people. Our Havana correspondent notices the fact
of another delegation proceeding to Santa Anna, and
the strong probability is that the old Dictator will
again assume the reins of government, until the
whole comedy of errors is played out, and the nat-
ural denouement takes place.

We have received a file of papers from Nassau,
N. P., extending down to the 5th inst.; but the only
item of interest that we can find regarding that
colony is, that Dr. Clutnam, the medical surveyor,
had returned from Eleuthera, and reported that there
had been three hundred and seven cases of cholera
in that district, and forty-seven deaths. A vessel had
arrived with late dates from Port au Platte and
Turks Islands, from which we learn that the former
place was in a healthy condition, and that the Leg-
islature of Turks Islands was to have again assembled
on the 8th inst.

Twenty-six members of the Common Council ap-
peared before the Superior Court yesterday, and en-
tered into their own recognizances, in the sum of
\$500 each, to appear on Saturday morning to re-
ceive sentence for violating an injunction order,
issued to restrain them from granting a line of
railroad in Broadway. Attachments were, at the
same time, issued against six other members of the
Board; and the whole of the City Fathers will be
disposed of together on Saturday. Sir Lucius O'Trig-
ger consoled Bob Acres with the assurance that, in
the event of his being shot, "there was snuggly in
the Abbey." Cheer up, Aldermen.

Our Chief Justice Jones occupied the entire of yester-
day in arguing the Broadway Railway injunction
case before the Supreme Court, a full report of
which, in consequence of the arrival of European and
other news, we are compelled to delay until to-mor-
row.

Coroner Hilton held a very lengthened investiga-
tion, at the City Hospital, yesterday afternoon, into
the circumstances connected with the death of Mary
O'Neil. The deceased was dreadfully burned, at her
house, No. 383 Oak street, last Monday evening, and
it was imagined that her husband, Peter O'Neil, had
set fire to her dress, with the malicious intent of
taking her life. He was held in custody. It ap-
peared from the testimony, that the deceased was
very temperate habits, and had been drinking
upon the day in question, when she fell against the
stove, which was capsized, and the burning coals
scattered upon her clothes. The jury found a ver-
dict of accidental burning, when Mr. O'Neil was im-
mediately discharged. The unfortunate woman was
about thirty years of age, and a native of Ireland.

A man, named Charles McFeeny, died yesterday
evening in the City Hospital, from a dreadful injury
which he received at the iron foundry of Mr. Ry-
der, situated in Fifty-ninth street and Eleventh
avenue. It appears that a large quantity of melting
metal fell upon him, when the mass was hot from
the furnace, and scalded him from head to foot in a
most shocking manner. The scalp of the head, and
skin of almost the entire body, were totally destroyed
by the fiery liquid.

Anne Donnelly died in the City Hospital, yester-
day, from the effect of a compound fracture of her
leg, which she sustained, as she stated, in an en-
deavor to protect herself from the attack of two men
who attempted to violate her person, in Reade street,
on the night of the 6th instant. The deceased said
that in the struggle a quantity of lumber fell upon
her and broke her leg, when the men ran away.
The injured limb was amputated previous to her death.

The CALORIC SHIP ERICSSON.—The trip of the
Ericsson, from New York to Washington, has
furnished additional evidence of the success
of Captain Ericsson's invention—a success
which seems to meet the most sanguine expec-
tations of those having an interest in her.

She left the Hook at 9 o'clock on Wednesday
morning, in a very heavy gale from the south-east,
in which she could make no use whatever
of canvas. In such a severe test of her powers,
her performances were extremely gratifying.
It would have required a power of propulsion
equal to nine or ten miles an hour in still water,
to have enabled her to proceed to sea in all this
gale. Her wheels made six and a half revolu-
tions a minute, and she must have progressed
at a fair rate, as she made the distance to
the mouth of the Potomac in seventy-three hours,
having, moreover, run out to sea eighty miles.

After the wind changed, she ran in against a
strong wind from the northwest, which blew
from Wednesday night through Thursday. This
performance sets at rest all doubts and objec-
tions as to the ability of the Ericsson to make
head against a strong wind and heavy sea.

The caloric experiment has been, therefore, signally
successful. When steam was first applied to
vessels, as a propelling power, the average
speed attained was four miles an hour; but al-
ready the Ericsson has made a speed equal to
that of the average of the ocean steamers, viz:—
nine miles an hour. It is therefore rational to
believe that the new motive power may attain
the highest rate of speed ever recorded by steam.

Two Weeks from California—The Ramsey Route—Inter-Oceanic Projects.

Nearly a century has elapsed since William
Paterson, a Scottish merchant of great energy
and considerable wealth, planned the gigantic
scheme of connecting the Pacific and Atlantic
oceans by means of a city, which should extend
from the eastern to the western shore of the
Isthmus of Darien. Seized by the earnestness
and talent of the young adventurer, British
capitalists were induced to take stock in the
project, and a goodly company of volunteers
sailed from Scotland, to lay the foundations of
the "City of Darien." We need not remind our
readers how disease thinned, internal dissensions
weakened, and famine crushed the emi-
grants; or recall to their memory the painful
image of the baffled projector—broken in spirit,
widowed, and bowed by bodily suffering—as he
returned home, one of the few survivors of the
expedition. In alluding to a story, which is
now as familiar to the novel reader as to the
student of history, we have rather desired to
draw attention to the site and nature of Pat-
erson's schemes, than to the melancholy fate of
their author—to illustrate by a rapid glance at
the present projects of inter-oceanic communica-
tion, the enormous strides which America and
the world have made, since Great Britain was
thrown into a ferment by a scheme for building
a city which should overlook two oceans, and
approximate to the received ideas of an earthly
paradise.

No less than seven lines of communication
have been traced across the strip of land which
connects the northern and southern continents
Two cross Mexico. The first (by which we re-
ceived, on Monday, dates from San Francisco
to the 22d inst.) was surveyed by Colonel Ram-
sey and a party of engineers last summer. They
reported that the Mescala was, or might easily
be made, navigable for a considerable distance;
that if a line of steamers ran from its mouth to
the head of the river navigation, and there con-
nected with land conveyances, Vera Cruz could
be reached three days after leaving the Pacific.
Steamers have not yet been placed on the Mes-
cala, and the mail which Colonel Ramsey has
contracted to carry, now crosses Mexico from
Vera Cruz to Acapulco. Five days are allowed
by the contract for this portion of the journey,
but our readers need not be informed that even
the three days estimated as the length of the
transit by the Mescala will soon be reduced, by
the aid of railroads, dredging machines, and
other time-saving contrivances. Whether, in-
deed, the Mescala route might not be advan-
tagedously superseded altogether by a railroad
from Acapulco to Vera Cruz, through Puebla,
and thus the long inland journey cut down to
some 350 miles, is a question which Col. Ramsey
and his associates will be better able to answer
than ourselves. Natural obstacles may render
a railroad impossible; but if it could be made,
we think the prospect of Acapulco becoming
the great Pacific seaport for our Australian
commerce, is a strong inducement to make the
attempt.

The second line, in geographical order, is
the Tehuantepec route. This has been already
so often brought before the public, that every
one is familiar with its history. Thanks to the
Senate, the newspapers, and Mr. Benton, Don
Jose de Garay and Peter Hargous are old ac-
quaintances. All the world knows that Mr.
Mason's warlike report fell harmlessly on the
heads of the Mexican government. President
Arista, poor fellow, had his hands too full at
home to mind our threats. A Mexican associa-
tion, styled the Guanajuato Company, obtained
he grant which Hargous claimed in vain. For a
short while hopes were entertained that the
road would be built; but Mexican sluggishness
and Mexican poverty have not become proverbial
without reason. Whether the Guanajuato Com-
pany declined to aid the government—whether
they had no money to give, or whether Presi-
dent Cevallos is a better judge of national char-
acter than his predecessor—we cannot say; but
certain it is that the Mexican grantees have
fared no better than Garay himself. The grant
has been assigned to Mr. Sloo. We may form a
shrewd notion of the arguments employed by
him, and to which he owes his victory over his
American and Mexican competitors, from the
fact that he has already paid \$300,000 into the
Mexican treasury, and has agreed to pay a
further sum, of equal amount, at a fixed period—
these loans to be repaid to him out of the twenty
per cent which the Mexican government re-
serves to itself on the net profits of the road.
We augur well of this arrangement. In point of
fact, all the troubles of Mexico spring from one
source—poverty. If the government had a flourish-
ing exchequer at command, there is no reason
why Mexico should not be as tranquil as any of
the Central American States. If Mr. Sloo can
supply the Mexican authorities with money to gov-
ern the country, it is probable that they will
sustain him in the enjoyment of the grant, and
thus the road will be built. This is the main
thing.

The Nicaragua route from San Juan del Norte
to the Pacific, is the next in order. Of its present
business, we need not speak; and even without
the proposed ship canal, the advantages of this
route would always command a considerable
traffic. As soon as the \$300,000, which it is
estimated the canal will cost, are expended, we
shall be in a position to judge of its peculiar
merits; meanwhile, the company have the start
of their competitors, and will only have them-
selves to blame if they are beaten in the race.

Further south, on the disputed territory, at
the bend in the isthmus, surveys are now em-
ployed in examining the practicability of an in-
ter-oceanic canal, and we may shortly expect to
hear of their decision. Following the course of
the Chiriqui river, the proposed canal would
strike the Pacific south of Golfo Dolce, and
might serve as a boundary line between Costa
Rica and New Granada.

The Panama route, if it were deserted to-mor-
row, would have no reason to complain of for-
tune. An unwholesome desert in 1847, in five
years it has risen to be one of the greatest thor-
oughfares on this continent, has built up a flourish-
ing city at either terminus, and given life to
a large extent of territory. The proprietors of
the steamers on the route have realized large
fortunes, and a whole army of Indians and na-
tives have earned a profitable livelihood, where
remunerative labor was comparatively unknown.

Aspinwall and Panama are living proofs of this
success.

The two remaining routes are as yet mere
schemes, possessing what feasibility, our readers
must judge. The first is the inter-oceanic canal
across the Isthmus at Darien—Paterson's old
scheme, in short—which an English company
proposed to build, at an expense of seventy-five
millions of dollars. A mere bagatelle this, to
the merchant princes of Leadhill and Lom-
bard streets; but a tolerably large amount to
be expended in a project of so hazardous a na-
ture.

Secondly, the Panama route, if it were deserted to-mor-
row, would have no reason to complain of for-
tune. An unwholesome desert in 1847, in five
years it has risen to be one of the greatest thor-
oughfares on this continent, has built up a flourish-
ing city at either terminus, and given life to
a large extent of territory. The proprietors of
the steamers on the route have realized large
fortunes, and a whole army of Indians and na-
tives have earned a profitable livelihood, where
remunerative labor was comparatively unknown.

ever, so, prodigiously increasing the power of
war, that undertakings which seemed visionary
a few years ago, are now very easy matters;
and we think we may venture to look forward
to the success of the Atlantic and Pacific Jun-
ction Canal Company.

Finally, it is proposed to construct an inter-
oceanic canal through the northern extremity of
South America. A corps of engineers is now en-
gaged in surveying the course of the Atrato,
with a view to ascertain whether a communica-
tion might not be opened between its waters and
those of the Napipi. Should their surveys bring
to light no insurmountable obstacles, it is be-
yond a doubt that money will be forthcoming
for the construction of the work.

Seven inter-oceanic routes, where a couple of
years ago a footpath for mules was the only
means of transit, are a striking commentary on
the progress of the age. We wish them all
success. The Pacific trade will, we are con-
fident, soon afford business for as many more.

IMPORTANT FROM CUBA—MORE OUTRAGES ON
AMERICAN VESSELS.—The steamer Black Warrior
which arrived in this port yesterday, from Ha-
vana, brings us our regular and other corre-
spondence from that city, comprising the latest
intelligence. This correspondence we give in
another portion of our columns, and direct the
attention of our readers to it, as much of it will
be found highly interesting and important.

The feature of most peculiar interest in this
news, is the fact of a British war frigate firing
on an American merchant vessel, sailing with